

Amendments to the Claims:

Please amend the claims as follows:

1. (Original) A control apparatus for a drive apparatus of a hybrid vehicle, in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to an engagement control amount, comprising:

Maintaining means for maintaining a rotational speed of the motor at a predetermined rotational speed;

Changing means for continuously changing the engagement control amount while the maintaining means maintains the rotational speed of the motor at the predetermined rotational speed; and

Learning means for learning a relationship between output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed and the engagement control amount when the output torque of the motor reaches a predetermined value while the engagement control amount is changed.

2. (Original) The control apparatus according to claim 1, further comprising:

Detecting means for detecting initial output torque of the motor while the engagement control amount is zero, and the predetermined value is set to a value obtained by adding predetermined torque to the initial output torque detected by the detecting means.

3. (Original) The control apparatus according to claim 2, wherein the detecting means detects output torque when the rotational speed of the motor becomes equal to the predetermined rotational speed, as the initial output torque.

4. (Currently amended) The control apparatus according to ~~any one of claims 1 to 3~~ claim 1, wherein the relationship between the output torque of the motor and the engagement control amount is learned at at least one of a

time when a parking position is selected as a running range in the hybrid vehicle, and a time when the hybrid vehicle is adjusted on a production line.

5. (Currently amended) A control method for a drive apparatus of a hybrid vehicle in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to an engagement control amount, comprising ~~the steps of:~~

- maintaining a rotational speed of the motor of a predetermined rotational speed;

- continuously changing the engagement control amount while maintaining the rotational speed of the motor at the predetermined rotational speed; and

- learning a relationship between output torque of the motor and the engagement control amount when the output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed reaches a predetermined value while the engagement control amount is changed.

6. (Original) A control apparatus for a drive apparatus of a hybrid vehicle, in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to an engagement control amount, comprising:

- a first control device which maintains a rotational speed of the motor at a predetermined rotational speed;

- a second control device which continuously changes the engagement control amount while the first control device maintains the rotational speed of the motor at the predetermined rotational speed; and

- a third control device which learns a relationship between output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed and the engagement control amount when the output torque of the motor reaches a predetermined value while the engagement control amount is changed.

7. (New) The control apparatus according to claim 6, further comprising:
a detector that detects initial output torque of the motor while the engagement control amount is zero, and the predetermined value is set to a value obtained by adding predetermined torque to the initial output torque detected by the detector.

8. (New) The control apparatus according to claim 7, wherein the detector detects output torque when the rotational speed of the motor becomes equal to the predetermined rotational speed, as the initial output torque.

9. (New) The control apparatus according to claim 6, wherein the relationship between the output torque of the motor and the engagement control amount is learned at at least one of a time when a parking position is selected as a running range in the hybrid vehicle, and a time when the hybrid vehicle is adjusted on a production line.